constructed and arranged such that heat from the pressurized air is dissipated therefrom to the atmosphere via said heat conductive material.

4. (Amended) A snowmobile as in claim 3, further comprising a plenum connected to said heat exchanger such that air from said heat exchanger may enter said plenum, said plenum further connected to said air inlet and being constructed and arranged such that cyclically pressurized amplitude of the air from said turbocharger via said heat exchanger may collect therein such that the pressurization amplitude of the air upon exiting the plenum and entering said air inlet is substantially constant.

5. (Amended) A snowmobile as in claim 2, wherein said air passage is positioned forward of said engine in spaced relation thereto in order to prevent significant heating of air within said air passage.

6. (Amended) A snowmobile as in claim 2, wherein said air passage is positioned aft of said engine in spaced relation thereto in order to prevent significant heating of air within said air passage.

7. (Amended) A snowmobile as in claim 3, wherein said heat exchanger is an intercooler, said intercooler including an intake portion and an outlet portion, said intake and outlet portions connected by a series of spaced hollow conduits.

11. (Amended) A snowmobile as in claim 3, wherein said air passage communicates with said turbocharger via a first duct member and said turbocharger communicates with said heat exchanger via a second duct member.